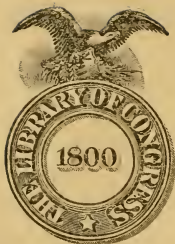


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By ELROY M. AVERY,

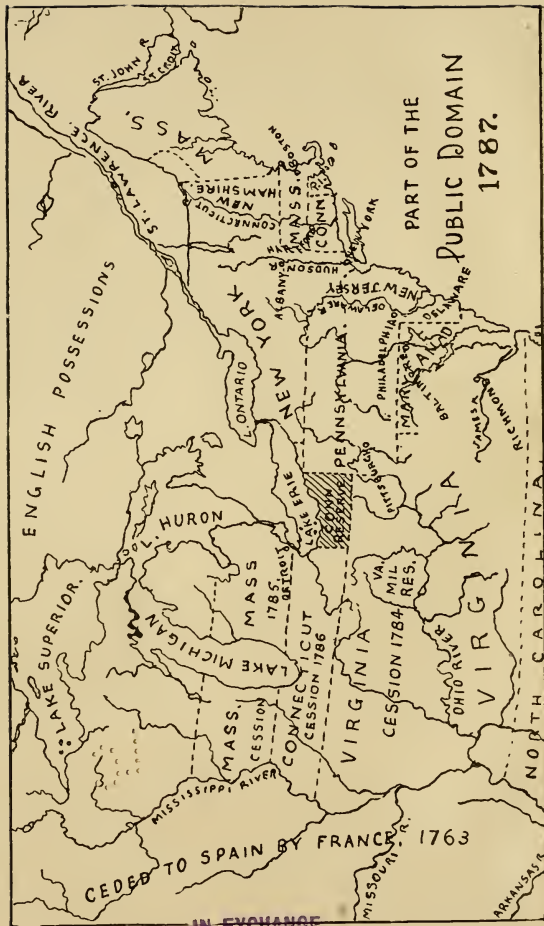
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CLEVELAND, O.,

1893



HISTORICAL.

THE charter granted to the governor and company of Connecticut by Charles II., king of England, in 1662, conveyed a belt of land reaching from the Massachusetts line to Long Island Sound and extending westward from Narragansett Bay "to the South Sea on the west part with the islands thereunto adjoining." This charter consolidated the Connecticut and New Haven plantations, jumped half the claim of Rhode Island, and ignored the existence of the Dutch in the valley of the Hudson River. But it was not in good form for kings in those days to be accurate in the matter of the title deeds they gave. In fact, their disregard of geography and equity was phenomenal; the most imaginative man alive could not bound his estates in Spain with greater disregard of Spanish geography and Spanish law. The grants overlapped alarmingly and bred conflicts that gave no end of trouble to American colonists and of exasperation to American historians. Subsequent grants to the Duke of York and William Penn cut sorry gashes in the Puritan domain. The northern boundary of Connecticut is the parallel of $42^{\circ} 2'$; the western boundary happens to fall at the seashore on the forty-first parallel of north latitude. At the close of the war of independence, Connecticut still upheld her claim to the western territory lying between the parallels of 41° and of $42^{\circ} 2'$ and extending from Pennsylvania to the Mississippi. When, a few years later, the claimant states of the old confederation ceded their western lands to the general government, Connecticut excluded from the release the territory in the northeastern part of the Ohio of to-day, bounded on the north by the international line, on the east by Pennsylvania, on the south by the forty-first parallel and on the west by a line parallel to the western boundary of Pennsylvania and a hundred and twenty miles from it. Connecticut was said "to reserve" this territory, and the popular expression, "The Connecticut Western Reserve," soon worked its way into legal and historical documents.

The Connecticut cession was made in September, 1786.

In May, 1792, the general assembly set apart five hundred thousand acres lying across the western end of the Reserve and bounded on the north by Lake Erie for the benefit of her citizens who had suffered losses by British incursions in the Revolution. In Connecticut history, these lands are known as "The Sufferer's Lands;" in Ohio history, as "The Fire Lands." In May, 1795, the general assembly offered for sale the remaining part of its western lands and devoted the proceeds thereof, as a perpetual fund, the interest of which should be appropriated for the support of schools. The Connecticut school fund, which now amounts to more than two million dollars, consists wholly of proceeds of the sale of these western lands and of the capitalized interest thereon. In the following September (1795), a legislative committee sold these lands to the Connecticut Land Co., which was organized for the purpose of the purchase. This company was not incorporated; it was simply a "syndicate" of land speculators. The price agreed upon was \$1,200,000; the sale was made on credit, the purchasers giving their bonds with personal security, and subsequently supplementing them by mortgages on the lands. The Reserve was sold without survey or measurement. The committee made as many deeds as there were purchasers and each deed granted all right, title and interest, juridical and territorial, to as many twelve-hundred-thousandths of the land as the number of dollars that the purchaser had agreed to pay. Each purchaser was a tenant in common of the whole territory. Such was the largest sale of Ohio lands ever made. As a speculation, the purchase proved unfortunate; the survey showed that instead of buying four million acres as was supposed, the shareholders had bought not more than three million; instead of paying thirty cents per acre, they had paid more than forty. The expenses of the survey were heavier than had been anticipated and a jurisdictional question caused much vexation and pecuniary loss. "For a state to alienate the jurisdiction of half its territory to a company of land speculators that never rose to the dignity of a body corporate and politic was certainly a remarkable proceeding."

In the spring of 1796, the directors of the company sent out a surveying party (fifty persons, all told) under the com-

mand of General Moses Cleaveland of Windham county, Connecticut. He whose name now our city bears was commissioned to superintend "the agents and men sent to survey and make locations on said land, and to enter into friendly negotiations with the natives who are on said land or contiguous thereto and may have any pretended claim to the same," and was "fully authorized to act and transact the above business in as full a manner as we ourselves could do."

At Buffalo, the superintendent bought the Indian claim to the lands east of the Cuyahoga River for five hundred pounds: (New York currency in trade,) two beef cattle and a hundred gallons of whiskey. On the fourth of July, having determined the point where the dividing line between Pennsylvania and their "Reserve" struck Lake Erie, the party celebrated the twentieth anniversary of American independence at the mouth of Conneaut Creek. The place was christened the Port of Independence. One of the toasts of the day, drunk in "several pails of grog," "May these sons and daughters multiply in sixteen years sixteen times fifty," was more than made good. Another toast, "The State of New Connecticut," hinted at a notion on the part of the proprietors that they might organize a state as William Penn had done, and govern it from Hartford as the Council of Plymouth had governed New England from old England. If such notions actually existed, the plans all went awry; "the United States objected to this mode of setting up states."

On the twenty-second of July, 1796, General Cleaveland and a few of his party arrived at the mouth of Cuyahoga River. Since that day there have been white men on the site of the city which, with a more compact orthography, bears the name of the Puritan Moses who had the faith, the courage and the wisdom to lead the first colony into the Western Reserve, and there to build this mighty, ever-growing monument to his memory. *Arma virumque cano.*

The site of the city was chosen after due deliberation, and a survey was then made of the plateau at the junction of the river and the lake. Streets were laid out through the forest, a public square was set off, and 220 two-acre lots were marked and numbered. Certain of these lots were reserved for public use and the rest put up for sale at \$50 each, with a condition

of immediate settlement. In December, the surveyors returned to the East, leaving but three white persons in the embryo Cleveland, Mr. and Mrs. Stiles and the Edward Paine who subsequently became the founder of Painesville, Ohio. In the spring of 1797, other settlers came and the surveyors returned. By August, Central street (now Euclid avenue), North street (now St. Clair street), and South street (now Woodland avenue), were accurately determined. In 1798, the malaria came with virulence and several families removed to the more healthful ridge (Woodland Hills) near Newburgh. "Their removal reduced the population of Cleveland to two families, those of Carter and Spafford. The major and the ex-surveyor kept tavern, dickered with the Indians and cultivated the soil of their city lots." In 1799, a grist mill was built at Newburgh, the first on the Reserve, and the rivalry between Newburgh and Cleveland was fairly begun.

By 1800, there were twenty or thirty settlements on the Reserve with a total population of about 1,300. But there was no government; there were no laws or records; no magistrates or police. The people were orderly and fully competent to govern themselves; and yet, in those three or four years, the need of civil institutions began to be severely felt. In 1788, General Arthur St. Clair, the governor of the Northwest Territory, by proclamation, had established Washington County, including all of the present state east of a meridian line drawn from the mouth of the Cuyahoga to the Ohio River. In 1796, he included the Reserve in Wayne County, the seat of which was Detroit. In 1797, he included the eastern part in Jefferson County. It is not certain whether the relation of the Western Reserve to the Northwest Territory was considered at the time of enacting the immortal ordinance of 1787, which made no distinction between ceded and unceded lands, but St. Clair's attempt to exercise jurisdiction emphasized the doubt as to the sufficiency of the original Connecticut claim, and, consequently, to the validity of the title deeds to the soil itself. The lands ceded and the lands reserved by Connecticut had been claimed by New York and Virginia, and the clouded title was understood at the time of the purchase by the Connecticut Land Company. Connecticut had held the soil by the same title that she had

held jurisdiction, and both had been quit-claimed by the state to the syndicate. If the jurisdiction was in the United States, the ownership of the soil was there too. St. Clair's claim to jurisdiction was a menace to the title by which the settlers held their lands. Therefore, they, with great unanimity, denied the territorial jurisdiction and simply laughed when the Jefferson county authorities sent an agent to inquire into the matter of taxation. The agent "returned to Steubenville, no richer and no wiser than he came."

Naturally enough, men desiring western lands hesitated about buying in a district where there was no government and where the titles to the lands were clouded, and the men who owned the lands hesitated to sell when payments could not be enforced. Connecticut was indifferent to the controversy and even refused to assert her jurisdiction when the land company importuned her to do so. The settlers and the shareholders called for help both from the state assembly and from congress. In February, 1800, the national house of representatives appointed a committee, with John Marshall as chairman, to take into consideration the acceptance of jurisdiction. The report of the committee stated the dilemma of the company in a single sentence: "As the purchasers of the land commonly called the Connecticut Reserve hold their title under the state of Connecticut, they cannot submit to the government established by the United States in the Northwest Territory without endangering their titles. and the jurisdiction of Connecticut could not be extended over them without much inconvenience." The report was accompanied by a bill for the purpose of vesting jurisdiction in the United States and establishing the validity of the Connecticut title to the soil. This bill passed both houses of congress and, on April 28, 1800, President Adams gave it his approval. The Connecticut general assembly promptly complied with the provisions of the quieting act. In July of the same year, Governor St. Clair issued a proclamation constituting Trumbull County, which was to include the Western Reserve. At that time, the governor of Connecticut was Jonathan Trumbull, a son of the original "Brother Jonathan." The first court sat at Warren, on the last Monday of August, 1800, at which time the county was organized. On the second Tues-

day of October, the forty-two electors chose a representative in the territorial legislature. Civil government was established on the Western Reserve.

In this year, Daniel and Gilman Bryant began to operate a still at the foot of Superior street and did much to facilitate trade with the red skins. This was Cleveland's second manufacturing enterprise, a brick-yard constituting the first. In 1802 (April 5), the inhabitants of Cleveland Township organized their government by choosing Rudolphus Edwards as chairman; Nathaniel Doan as clerk; and Amos Spafford, Timothy Doan and William W. Williams as trustees. The township jurisdiction then extended over a large territory, much of which was subsequently cut off for the organization of new townships. In the same year, congress passed an enabling act for the formation of a state constitution and the admission of Ohio into the Union. In 1804, Trumbull county was made a militia district and the Cleveland contingent became the fourth company, Lorenzo Carter, captain. In 1805, treaties were signed at Cleveland by which the Indian tribes gave up their claims to the lands of the Reserve west of the Cuyahoga River; Cleveland became a port of entry and a postoffice was established. On the last day of the year, the legislature divided Trumbull and provided for the future organization of Cuyahoga county. In 1809, Cleveland was chosen as the county seat in preference to Newburgh, a rival of no mean pretensions. In fact, the geography of those days described Cleveland as "a thriving village on the shore of Lake Erie, six miles from Newburgh," a description which was sneeringly perpetuated for many years by rival cities on the lake shore. To-day, Newburgh is the famous "Iron Ward" (27th) of the city of Cleveland. In 1810, came the first practicing lawyer, Alfred Kelley, Esq. In 1812, the dull routine of pioneer life was broken by the war and Hull's surrender at Detroit. There were alarms, terror and confusion. In their dread of the British and their savage allies, many families abandoned their homes and returned to the older states, more remote from the international line. They who remained became accustomed to the din of war-like preparation. Stockades were erected, the militia was re-organized and companies formed for the general defence. In 1813, the first court house was built, and Perry won his

splendid victory on Lake Erie. On December 23, 1814, the general assembly passed "An act to incorporate the village of Cleveland in the county of Cuyahoga." The act was to take effect on the first Monday of the following June. On that day, the twelve electors of the village met and unanimously elected Alfred Kelley president, and chose a recorder, treasurer, marshal, two assessors and three trustees. In October, the council laid out and established Bank, Seneca and Wood streets from Superior to the lake, and extended St. Clair street to the river.

When peace returned, immigration began anew. At this time, the business and residence parts of the village were confined to Water street, and Superior street between the river and the public square; the total population did not much exceed a hundred persons. In 1816, twenty-five citizens subscribed a total of \$198 for the building of a school-house and, in January, 1817, the village trustees enacted that they be reimbursed with orders on the treasurer payable in three years, and that the corporation should be its sole proprietor. The house was built that year where the Kennard House now stands. Whenever the services of a minister could be obtained, it served as church and, in 1820, an Ashtabula county minister was engaged to preach regularly every other Sunday. In 1817, the first permanent settlement was made at Brooklyn, afterwards known as Ohio City, and now as the "West Side."

On the last day of July, 1818, "The Cleveland Gazette and Commercial Register," made its first appearance. The "Herald" was begun in October, 1819, and still survives as a somewhat shadowy part of the "Leader." At this time, the population of the village was less than four hundred.

The success of the Erie Canal had stimulated the people of Ohio to emulation and, in 1825 (February 24), the legislature passed an act for the building of a canal from Lake Erie to the Ohio River. Chiefly through the efforts of Alfred Kelley, the canal commissioners chose the route that led through the Cuyahoga valley to Cleveland. The father of the Erie Canal, New York's great governor, DeWitt Clinton, broke the ground and, on July 4, 1827, the canal was opened from Cleveland to Akron with a grand and enthusiastic celebration; five years later, it was completed to the Ohio River.

A heavy bar at the mouth of the river impeded navigation. An act of congress (March 3, 1825) appropriated \$5,000. The entire amount was spent in the building of a pier into the lake from the east shore of the river. The channel still remained precarious or impassable. Then congress was induced to make a larger appropriation and the government sent a member of the United States engineer corps, under whose direction a second pier was built, parallel to the first and still further east. Then the channel was changed and the river made to flow between the parallel piers. The work proved successful and resulted in giving Cleveland, at last, a good harbor. In 1828, there were at least ten feet of water in the channel. The canal and the harbor improvements gave the village a new impetus and, from that time, there was a marked growth. In 1825, the population was about 500; by 1835, it had increased ten-fold.

The first fire engine was bought in 1829 and the first lighthouse built in 1830. The United States census of this year showed a population of 1,075.

The settlements on both sides of the river shared in the general prosperity, and there was much discussion of a plan to unite them under a single city charter. But the bitter rivalry between them prevented this and, in March, 1836, each obtained its charter, the Village of Cleveland becoming the City of Cleveland, and the Village of Brooklyn becoming Ohio City. The former had a population of about 6,000 and the latter about a third as many. The population of the county outside of the city was about 15,000. The first election under the charter was held April 15, 1836, John W. Willey being chosen mayor. An alderman and two councilmen were chosen from each of the three wards. Log houses still lingered, frame structures were common and brick buildings began to break the wooden monotony. Euclid street had begun its career of splendor and had one of these brick dwellings, near the site now occupied by the Union Club. But the magnificent succession of lawn and mansion on "the avenue" was still a dream; in the prosaic waking moments of even the most enthusiastic, it was still unbroken forest in which deer and bear were caught, as they are unto this day. In 1836, Messrs. John W. Willey and James S. Clark bought

what we call the flats, offered town lots at immoderately high prices and built a bridge across the river from the foot of Columbus street. At this time, Cleveland handled nearly a quarter of the products of the state and every one was sanguine of unbounded prosperity for the city and of individual opulence.

The "Cleveland and Newburgh railroad" had been projected, and a tramway of hewed timbers built from the quarries east of the city to the city terminus near the site of the Forest City House. George Stevenson's little locomotive, the "Rocket," had made a successful trial trip from Manchester to Liverpool in 1829, and, in 1830, the United States had a railway mileage of 23 miles. Six years later, when the wildest speculation was rife and the sparsely settled southern shore of Lake Erie was platted into city lots at every indentation of the coast, and one speculator, just a little wilder than the others, predicted a continuous city from the Niagara to the Cuyahoga, came an unique enterprise, a railway structure to be built on stilts, the famous Ohio railroad of unpropitious memory. The company proposed to build a railway on a double line of piles or posts, with ties and stringers and a light strap-iron rail, a flimsy wooden structure estimated to cost \$16,000 per mile. The liberal charter gave the company banking privileges which were used with enterprising freedom. The three or four hundred thousand dollars of currency issued could never truthfully say or sing, "I know that my redeemer lives." In spite of the aid rendered by the Ohio Plunder Law of 1837, the road was never built. A financial panic came in 1837, and the "Plunder Law" was repealed in 1840; the collapse of the Ohio railroad was quick and complete.

In 1836, charters were also granted to the Cleveland, Columbus and Cincinnati and to the Cleveland, Warren and Pittsburg railroads, but the panic laid them on the shelf until the more prosperous years of the next decade. In 1845, the Ohio legislature renewed the charter of the Cleveland, Columbus and Cincinnati road and, early in 1851, a train gaily decked with flags and streamers bore the legislative and executive officials of the Buckeye State from Columbus to Cleveland.

"And the people did laugh to see
Their rulers riding on a rail."

In 1845, the charter of the Cleveland, Warren and Pittsburgh road was revived and, before the end of the year, seventy-five miles of it had been built. In the following year, a charter was issued for the Junction railroad and another for the Toledo, Norwalk and Cleveland. These companies were consolidated in 1853 as the Cleveland and Toledo. The Cleveland and Erie was opened late in 1852; the Cleveland and Mahoning was chartered in 1851 and built as far as Youngstown by 1857. Thus was made possible a rapidity of development that otherwise could not have been attained. Since the time when railway traffic was added to that of the lake, the growth of Cleveland has been a phenomenon in the economic history of the country.

The bridge which had been built at Columbus street had the effect of diverting traffic from the west side settlement to Cleveland and, in 1837, the marshal of Ohio City was directed to abate it as a nuisance. But the Clevelanders were determined that it should remain, and hence arose the famous Battle of the Bridge, with all its oft-sung mock heroics. In this year (1837), the first school board was appointed with supervisory functions, and the old Academy building on St. Clair street rented for a public school. Other houses were built and, in 1840, there were 900 pupils and 16 instructors. On July 13, the first free high school in Ohio was begun in the basement of the old Prospect church. It was "a high school for boys," with the still surviving Andrew Freese as principal. The Young Men's Literary Association was organized in 1845 and incorporated under the name of the Cleveland Library Association in 1848. From this organization has been evolved the Case Library of today.

In 1845, three Cleveland banks were incorporated, the "Commercial" (with a capital stock of \$150,000); the "Merchants" (\$100,000); and the "City Bank of Cleveland" (\$150,000.) In the summer of 1847, the Lake Erie Telegraph Company was authorized to extend its line through the city and the first telegram was received. The Cleveland Gas Light and Coke Company was chartered in 1846 and supplied gas for street illumination three

years later. In 1849, a committee was appointed by the city council to investigate the project for water works, and their report, recommending an outlay of \$400,000 for that purpose, was submitted in 1853. The people endorsed the proposition at the spring election by a vote of more than two to one. At a large meeting of merchants, held at the Weddell House, July 7, 1848, the Board of Trade was organized. In 1850, Cleveland had a population of 17,034, and Ohio City, one of 3,950. In April, 1853, the voters of the two cities spoke, with large majorities, in favor of the union of the two municipal corporations and, in consequence thereof, Ohio City became the "West Side" of Cleveland. In accordance with the marriage contract, bridges were soon built at Main, Centre and Seneca streets. At that time, Superior street was paved from the river to Water street, whence "a slushing, twisted and rotten plank road" extended to the public square. Every other street in the city was a mud road of depth unfathomable in the rainy season.

In October, 1854, there were two disastrous conflagrations, involving an estimated loss of \$215,000, and soon after came the failure of the Canal Bank and the first financial mob. The door of the bank was broken in "and crowbars were about to be used upon the door of the vault when some compromise was effected." In 1856 (Dec. 7), commissioners reported in favor of the junction of Pittsburg (now Broadway) and Bolivar streets as the site for a market, and there the Central Market was begun in the following spring. The number of vessels owned in Cleveland in 1830 was 15; in 1840, it was 66. In 1855, the completion of the Sault Ste. Marie canal opened up the waters of Lake Superior for a thousand miles to the north-west and gave a new impetus to Cleveland ship-building. Bituminous coal was first brought to Cleveland and hawked about the streets in 1828, "but the housewives objected to it on account of its blackness, preferring wood." In 1853, the first iron ore landed at Cleveland was shipped in half a dozen barrels.

"Great oaks from little acorns grow."

In 1856, the city expended \$185,744, and had a funded debt of \$636,800. The population was estimated at 60,000. The

financial panic of 1857 cast every branch of business into stagnation. The Perry monument was unveiled, with imposing ceremonies, on September 10, 1860, the first of monumental art undertaken by the citizens of Cleveland. The statue then stood at the centre of the public square; it was removed to the south-east section of the square in the spring of 1879 and taken down in December, 1892, to make room for the Cuyahoga County Soldiers' Monument. The East Cleveland Street Railroad Company was organized October 6, 1860, a novelty that was looked upon as a harmless experiment, and the first of its kind in Ohio.

Then came war's wild alarm, the firing on Sumter, Lincoln's call for men and the departure of the "Greys" (April 18, 1861.) In 1862, the Cleveland sinking fund was established and commissioners thereof appointed by the legislature. In twenty years, the fund was increased from \$361,377 to \$2,700,000, at an expense of \$600, an unsurpassed record of financial ability and fidelity. In the same year (1862), the old volunteer fire department gave way for a paid department and, in 1864, the fire telegraph system was established. In this period of fraternal strife were developed those great industries which transformed Cleveland from a commercial to a manufacturing city. The extraordinary demands of the government showered prosperity upon those who brought coal, iron, lumber and petroleum within the city's limits, there to shape them for the market, and gave a new direction to the activities of her energetic citizens. In this period the population increased 50 per cent., the lake traffic more than doubled, and the city began to take on a metropolitan air.

In 1867, parts of Newburgh and Brooklyn townships were annexed to the city, the People's Gas Light Company was incorporated and the blockade of Superior and Ontario streets, made by the fencing in of the public square in 1857, was broken by the courts. In 1868, a through line from Cleveland to Indianapolis was secured by railway consolidation, the first iron steamer was launched, and the Cleveland Rolling Mill Company began the production of Bessemer steel. In 1869, the free public library was opened in the third story of the building at the corner of Superior

and Seneca streets (over Hower & Higbee's store,) the Kirtland Society of Natural Science was organized, the Law Library and the Lake View Cemetery associations were incorporated, the Lake Shore & Michigan Southern Railroad Company was formed by consolidation of existing lines, and work was begun on the lake tunnel to secure a better water supply.

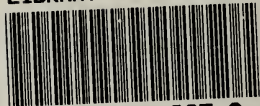
On January 1, 1871, the city workhouse was divorced from the infirmary and established at its present location on Woodland avenue. In August, a board of park commissioners was created. The public square was improved in 1872, the first tax levy for park purposes was made in 1873, and Lake View Park begun in 1874. In 1882, J. H. Wade gave Wade Park to the city, and, on the death of W. J. Gordon in 1892, the magnificent grounds that bear his name became, by his will, the property of the people. In the spring of 1872, the village of East Cleveland was annexed, and the city's eastern boundary pushed from Wilson avenue more than two miles toward Buffalo. In 1873, Cleveland's early rival, Newburgh, was absorbed. The historical and disastrous panic of this year seriously embarrassed every business house in Cleveland, forced many to the wall and temporarily checked the tendency toward building elegant residences and adding in many ways to the magnificence of the city. In 1875, the lately finished Case Building on Superior street, was leased for 25 years for a city hall. The annual rental is \$36,000. The Euclid Avenue Opera House (which was burned in 1892) was opened to the public in September of this year. In the fall, work was begun on the breakwater for the harbor of refuge.

In the centennial year, the steel flag staff in the public square was delivered to the city (July 4), and Dr. Charles F. Brush invented the dynamo electric machine which made him rich and famous, and gave rise to the Brush Electric Co. On December 27, 1878, Clevelanders celebrated the completion of the great stone viaduct or high level bridge across the Cuyahoga river. The Valley railway was opened to traffic as far as Canton, February 1, 1880. The New York, Chicago and St. Louis (the "Nickel Plate") and the Connotton Valley (now the Cleveland, Canton and Southern) railroads were opened to traffic in 1882.

For the last decade, important events have crowded thick and fast, but fortunately they are so recent as not to need rehearsing here. But we may not omit to mention the change of municipal organization wrought by the adoption of the so-called "Federal Plan." At the beginning of the present decade, Cleveland's government was somewhat closely analogous to an old house; built originally for a small family, and with wings, L's, and lean-to's added as wealth and children increased, the whole exhibited a motley style of architecture not pleasing to the eye, convenient for daily use, or economical to maintain. Such was our patched and repatched charter for a town made to do duty for a great and growing city. After much local agitation, the state legislature was induced to enact a bill giving the city a new charter, which went into effect straightway after the election of April 6, 1891. It makes a clear cut distinction between executive and legislative functions. An elective mayor is the central figure of the executive branch. Appointed by him and confirmed by the municipal legislature, are the six members of his cabinet, each of whom is a director in charge of a department, thus: law, public works, accounts, police, fire, and charities and correction. Each director makes appointments in his department absolutely "without the advice and consent of the council," but firemen and policemen are under the shelter of civil service reform. The mayor and the directors constitute the "Board of Control," one of the most important agents of the city. The municipal legislature consists of twenty councilmen, two for each of the ten districts into which the forty wards are divided. Other than the selection of its own clerk, sergeant-at-arms and page, "the council shall exercise no power of election or appointment to any office." The city treasurer, the police judge, the prosecuting attorney, and the clerk of the police court are elected by the people.



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